Trans-Lake Washington Project EIS Methodology Report – 6/10/02

Land Use and Economics

Guiding Plans and Policies

- U.S. Department of Transportation, Federal Highway Administration, *Community Impact Assessment, A Quick Reference for Transportation,* September 1996.
- WSDOT Environmental Procedures Manual, Sections 450, 451, and 457, July 2001.
- FHWA Technical Advisory 6640.8A.
- Washington State Growth Management Act, RCW 36.70A.070, 1990-91 – related to level of service standards and concurrency of land development and transportation improvements.

Data Needs and Sources

- Recent (November 2000 or later) aerial photographs overlaid with major project components. The design team will provide aerial photographs. Plots from the GIS system are acceptable.
- Electronic information about displaced parcels of land from the King County Department of Assessments. Information will include assessed valuation of land and improvements, current tax payment, and land use codes. The land uses for each parcel will be verified by field surveys.
- Current adopted Comprehensive Plans for the following jurisdictions: Seattle, Medina, Hunts Point, Yarrow Point, Clyde Hill, Kirkland, Bellevue, and Redmond. The environmental team currently has a copy of each jurisdiction's plans. Comprehensive Plan amendments for 2001 will be reviewed to ensure that the most current information is being analyzed. It is assumed that any amendments and updates will be provided upon request by the planning departments of the identified cities or be available on the internet. (Collection of these amendments and updates will be coordinated with other analysts requiring this information.)
- Current adopted Neighborhood Plans for recognized neighborhoods in the study area.. The environmental team currently has all necessary neighborhood plans. It is assumed that any amendments and updates will be provided upon request by the planning departments of the identified cities or be available on the internet. (Collection of these amendments and updates will be coordinated with other analysts requiring this information.)

- Current adopted zoning codes and maps for the following jurisdictions: Seattle, Medina, Hunts Point, Yarrow Point, Clyde Hill, Kirkland, Bellevue, and Redmond. It is assumed these materials will be available on the internet or provided upon request by the planning departments of the identified cities.
- Current adopted shoreline management programs for the following jurisdictions: Seattle, Medina, Hunts Point, Yarrow Point, Kirkland, and Redmond. It is assumed that plans will be provided upon request by the planning departments of the identified cities or available on the internet.
- King County Countywide Planning Policies. The environmental team currently has a copy of the policies. If amendments were made in 2001, they will be reviewed to ensure that the most current information is being analyzed. It is assumed that any amendments and updates will be provided upon request or are available on the internet.
- Major institutional plans. Major institutions that could be affected by the proposed alternatives, including the University of Washington, will be contacted for their plans. It is assumed that the plans will be provided upon request.
- Vision 2020 and Destination 2030—regional transportation plans prepared by Puget Sound Regional Council (PSRC). The environmental team has both plans.
- This analysis will be based in part on a review of the project impacts reported in other environmental analyses prepared for Trans-Lake Washington Project. Consequently, portions of this analysis cannot be completed until the impacts and mitigation for other disciplines have been identified. Key disciplines for review include: relocations, transportation, public services and utilities, recreation, Section 4(f) / 6(f)evaluation, noise and vibration, air quality, water resources, and visual quality.
- Existing and forecast population, housing, and employment data from the PSRC by Transportation Analysis Zone (TAZ).
- Total tax revenues from each jurisdiction from the I-405 corridor program study area.
- Acres of land displaced by land use category based on information developed for the relocations analysis.
- Results of recent research into the relationship between congestion and access on business productivity and growth.
- Mobility data for each proposed alternative from the transportation analysis.

Proposed Coordination with Agencies

Telephone contact and / or face-to-face meetings with city, and possibly county and major institutional, staff will occur to supplement information obtained from planning documents and other published information. Agencies may be contacted for additional information on local development trends, demographic and economic data, planned or permitted developments, and clarification regarding plans and policies. Those agencies could include:

- City of Seattle, Strategic Planning Office (until June 2002), Department of Design, Construction, and Land Use, and Department of Neighborhoods

- City of Medina, Planning Manager
- Town of Hunts Point, Town Planner (The McAndrews Group)
- Town of Yarrow Point, Town Engineer or The McAndrews Group
- City of Clyde Hill, Building Department
- City of Kirkland, Department of Planning and Community Development
- City of Bellevue, Planning and Community Development
- City of Redmond, Planning and Community Development
- King County, Office of Regional Policy and Planning
- University of Washington, Campus Master Plan Office
- PSRC
- Finance department of each city in the study area to obtain information on tax revenues
- King County Department of Assessments
- Washington State Department of Revenue

Proposed Coordination with Team, WSDOT, and Sound Transit

To assess land use and economic impacts, close coordination will be required with the team leads of the following environmental elements:

- Relocations – need to specify parcel IDs for displacement and to document if and where any prominent residential and commercial uses would be impacted.
- Transportation – need documentation of any surface streets that would be cut off, other changes in access, or changes in parking.
- Public Services and Utilities – need to know available services and capacity and need to identify potential for joint or multiple use of right-of-way for utilities, above, below, or beside the roadway.
- Recreation and Section 4(f)/6(f) Evaluation – need to know what facilities could be impacted, their location, and any potential mitigation.
- Noise and Vibration – need to know the location and type of impacted noise receptors, if any.
- Air Quality – need to know if potential impacts or mitigation could change or restrict land uses.
- Ecosystems – need to know if potential impacts or mitigation could change or restrict land uses.
- Visual Quality – need to determine if impacts would result in land use or economic changes.

Analysts will work with the leaders of those other studies to obtain early identification of anticipated impacts. The land use and economics analysis will incorporate those early impact assessments. Upon completion of the other analyses, the results of the land use and economic analysis will be modified as necessary to reflect the final findings of those analyses.

Identified land use and economic impacts will be shared with the social impacts analysts, specifically if and where any substantial changes would be expected.

Study Area

The analysis of direct impacts will focus on those parcels required for the proposed project and businesses in the vicinity of the improvements that may be affected by project construction. Information on existing and planned land uses will be presented within 500 feet of the SR 520 corridor, extending out to 1/4 mile around proposed bus rapid transit stations.

Affected Environment Methodology

The affected environment discussion will describe existing land uses, zoning, and comprehensive plan and shoreline master program designations within 500 feet of the SR 520 corridor, extending out to 1/4 mile around proposed bus rapid transit stations. GIS will be used to plot existing land uses based on King County Tax Assessor information that has been field-verified. Maps will display existing land uses, zoning, and comprehensive plan designations of the study area. Major institutional uses that could be affected by the proposed project will also be identified. The affected environment discussion will also describe the applicable regional and local planning documents that will be evaluated for consistency with the proposed project.

The affected environment section will identify the existing and projected economic setting for the proposed alternatives. This will include a summary of current and 20-year population, housing, household size, income, and employment projections prepared by the PSRC for the region. Major employers in the study area will be identified.

Environmental Consequences Analysis Methodology

The environmental consequences analysis will assess potential direct and construction impacts of the project alternatives on land uses and the local and regional economy. Impact assessment will be done through the use of GIS analysis; review of local comprehensive plans, zoning codes, shoreline master programs, and regional transportation plans; conversations with city staff about planned and permitted developments; and site verification of existing land uses. The impact analysis will also include an evaluation of the consistency of the proposed alternatives with adopted state, regional, and local plans and policies.

Direct Impacts – Land Use

Direct land use impacts involve the physical acquisition of land for a proposed alternative, specifically land not already designated for transportation purposes. Only parcels that would be needed, in part or in total, for the proposed improvements will be included in the

direct impact totals for each proposed alternative. The existing zoning and current use of those properties will be identified.

Land use designations for the various communities will not be consistent across different jurisdictions, so land uses will be classified in the following broad categories: single-family residential, multi-family residential, office, retail, mixed use, industrial, public, and other. Existing land uses will also include vacant land. To determine the magnitude of the direct land use impacts, the degree of the proposed land use change, and the extent to which the proposed replacement land use is compatible with existing zoning and community character will be evaluated. The identification of affected properties and the magnitude of the impact will be coordinated with the Section 4(f) / 6(f) evaluation and relocations analysts.

All alternatives will be evaluated to determine if the proposed improvements would be compatible with applicable policies of local comprehensive plans and shoreline management programs, and regional development and transportation plans, as listed in the *Data Needs and Sources* section listed above. Policies will be determined to be applicable if they address transportation or facilities and uses within the study area. If there is a conflict, either the extent to which the proposed action would be reconciled with these plans or the reasons reconciliation would not occur will be described.

The potential for joint or multiple use of right-of-way for utilities or other purposes, above, below, or beside the roadway will also be evaluated. This analysis will be coordinated with the public services and utilities analyst and design engineers.

Direct Impacts - Economics

For economics, direct impacts include the land acquired for the project, plus businesses in the vicinity of the project that may be impacted directly by project-related changes in access. A comparative analysis of the relative impacts on local businesses of the different alternatives will be conducted. The analysis will draw on current land uses; planned developments; and changes in access, noise, and / or visual effects, plus local and national research into the effects of congestion and access on business productivity, competitiveness, and growth. The analysis will be qualitative in nature.

Loss of tax revenues associated with right-of-way acquisition and displacements will be estimated by reporting recent tax payments by displaced businesses, resulting in the initial property tax impacts of each proposed alternative. Estimates will be prepared for each jurisdiction and compared to total tax revenues to give perspective to the magnitude of the initial property tax impacts of the project on various jurisdictions.

Construction Impacts

The analysis of construction impacts will identify temporary impacts that could affect the quality and character of existing land uses adjacent to construction activities, and the economic impacts on local businesses that might result from those activities. The analysis of impacts will be conducted on the basis of a review of design-level information about construction methods and staging areas. Identification of these impacts will be coordinated with analysts for noise and vibration, air quality, water resources, and transportation.

Mitigation Measure Methodology

The mitigation discussion will identify measures to minimize identified land use and economics impacts. It is presumed that most of these measures will be addressed by other elements of the environment (e.g., Section 4(f)/6(f) evaluation, relocations, noise and vibration, air quality, public services and utilities, and visual quality). This will be verified and applicable mitigation measures will be cross-referenced or developed. Where design adjustments could serve as mitigation for a substantial impact, the analysts will coordinate with the environmental lead, the design team, the affected jurisdiction, WSDOT, and Sound Transit to determine if a design alteration is prudent and feasible.

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